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pon reading it ordered the nuns to be reconducted with a proper guard to their convent, and reprimanded their superior. The young king, waking soon after, and being informed of what had happened, was much chagrined that he had missed seeing the young ladies: that he ordered his guards to be put under arrest for not in-

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**NOTICE**

**THE QUEEN INSURANCE COMPANY**

**T**he following Rates will be charged for future for short period Transurances :-

Not exceeding 10 days,	1/6 of the annual rate
Not exceeding 1 month,	1/3 do.
Above 1 month and not exceeding 3 months,	1/2 do.

Above 3 months and not exceeding 6..... do.  
Above 6 months..... the full annual rate.

**MORGAN, LAMBERT & CO.**  
Agents the Queen Insurance Company

Hongkong, May 20, 1868.

PACIFIC INSURANCE COMPANY  
SAN FRANCISCO.

**THE** Undersigned, Agents for the ab  
Company, are prepared to grant P  
cies against FIRE, on BUILDINGS  
GOODS, at current rates.  
**RUSSELL & Co**

Hongkong, February 6, 1867.

BATAVIA SEA & FIRE INSURANCE  
COMPANY.

**T**HE Undersigned having been appointed Agents in Hongkong for the abovesaid COMPANY are prepared to grant policies against SEA RISKS at current rates.

Hongkong, April 1, 1865.

**YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.**

**POLICIES** granted on *Marine risks*  
all parts of the world at current rates.  
In addition to the usual brokerage, the  
Association returns to the assured *Fifty*  
per cent of its underwriting profit.

per cent of its yearly profits divided  
 rata to the net premium contributed.  
 RUSSELL & Co.  
 Secretaries.  
 Hongkong, June 4, 1869.

THE Undersigned having been appointed  
Agents in China for the above Insurance  
Company are prepared to accept of business

F. RUSSELL & Co.  
Hongkong, July 6, 1866.

**SAMARANG SEA AND  
FIRE INSURANCE COMPANY OF  
SAMARANG.**

—

**THE** Undersigned having been appointed  
Agents in Mexico for the above

Company are prepared to grant Policies covering Marine Risks at the current Rate  
RAYNAL & Co.  
Macao, August 4. 1866.

DE GOSTERLING  
SEA AND FIRE INSURANCE COM-  
PANY OF BATAVIA.

Agents in Hongkong for the above  
named Company are prepared to grant  
Policies against Sea Risks on the usual  
terms.

**SIEMSEN & Co.**  
Hongkong Agents

**Docks.**

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when the Stamp or  
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master or his deputies, it will be obligatory on the registered Pilot Boats to convey from one place to place within the limits, employees belonging to either Customs or District Officers, and Agents, with such stores as may be wanted for either Light-houses or Light-ships.

3.—Every Licensed Pilot Boat shall pay a fee of Twenty Taels for renewal of its license on the first of July each year.

3.—In case of a Pilot going off in an unregistered boat, he will be authorized to carry the Pilot Boat flag during the time he is on board; but no Pilot is authorized to make a cruise in an unregistered boat, without a special permission from the Harbour Master.

4.—The owner or hirer of any unregistered boat making use of a Pilot flag, shall be liable to a fine of Fifty Taels for each act of having a Licensed Pilot on board, and

presented before the authorities to show he is amenable, or whose flag or national insign he has the right to use.

A registered Pilot ship is not permitted to fly the Pilot flag, save when there is either a suspended Pilot, or certificate of Appointment on board.

**GENERAL REGULATION IX.**  
*Flags to be exhibited on arrival.*

When making the anchorage the Pilot must hoist to be exhibited—

A Red and White flag (No. 8), if the vessel is from Hongkong, Japan, or any Chinese Port.

A Blue and White flag (No. 2), if from any Foreign Port.

A Yellow and Blue (No. 10), if the vessel is in ballast.

A Red & Yellow Tail (No. 6), if the vessel is gunpowder or other combustibles on board.

**GENERAL REGULATION X.**  
*Harbour Pilot's Vessels in Harbour:*  
*Berthing, &c.*

1.—The duties of the Harbour Pilot, and these exigencies, will be to take charge of the vessels at the outer limit of the anchorage, bring them in accordance with the orders received from the Harbour Master's Office, take charge of vessels arriving, mooring, going in and out of dock, or to and from a wharf or out of the anchorage, and to report to the Harbour Master's Office all matters concerning the shipping service, and the conservancy of the river and harbour.

2.—In berthing vessels the Harbour Master will, as far as possible, meet the wishes of Commanding Officers and Consignees

the entrance, working, or clearance of  
hels taking berth not assigned to them,  
it will be stopped by the Customs until the  
Harbour Master's orders are complied with.  
—The Vagor is accordance  
with orders received from the Harbour  
Master, and they are not to remove from  
anchorage without his permission.  
—The Harbour Pilotage Fees payable  
the Harbour Master are as follows :—  
Shifting a vessel's berth; taking a vessel  
on from a heaving down Hulk; \$10, in

THE "TREATY PORTS OF CHINA  
& JAPAN," AND "NOTES AND  
SKETCHES ON CHINA AND JAPAN."

EXTRACTS FROM REVIEWS.

From the "Strait Times," July 27, 1868.)  
Some time ago we had occasion to remark  
in the progress that literature as nurtured  
by the Press had made and was  
making in the East, and our attention has  
been called to the subject by the re-  
lease of a Hongkong publication which  
reverses some notions and which we have  
in consequence of introducing the know-  
ledge of our readers. We had  
*Queries on China and Japan*, published  
by Mr Saint, the proprietor of the  
Lat Pau newspaper. This publication  
is all printed on good paper, and in size  
and shape is very like its well-known name-  
mate, or prototype, at home, and is equally a  
valuable source in introducing the useful  
information regarding the language, litera-  
ture, history, manners and customs of the  
people and in a less degree of the Japanese.  
We give a good deal for the extent and

of the footing of Europeans in  
a, that such a publication as this  
be established and conducted with  
fronl and successful vigour.  
published in altogether a very in-  
tending one, and wishing it every suc-  
cess, and commending it to the attention and support  
of readers.

the "Friend of India," June 4, 1868.)

on acknowledge with thanks the receipt  
the numbers for the current year of  
"Notes and Queries," a most deserving  
and interesting monthly, edited by Mr. N.  
Japan, whose "Treaty Ports of China  
and Japan" are so well known. From the  
as attached to the "Notes" we can see  
the contributors include some of the  
Chinese scholars in the East. Its in-  
is not confined to China, and it will  
valuable assistance to all scholars, who  
directed their attention towards the  
of Buddhism and its literature, and  
especially to those who are interested in ori-  
entals. It deserves to be better  
known in India.

from the "London Examiner," May  
16, 1868.)

is really useful volume ("Treaty Ports  
China and Japan") is intended as a  
for travellers and residents in China  
Japan, and as a book of reference for  
scholars generally. It contains an  
of the historical and political, of all the  
ports, Yedo, Hongkong, and together with  
of the islands, and is a most valuable work.  
has been carefully compiled and edited by  
B. Denby; and the elaborate maps  
accompanying, with which the work abounds,

ably enhance its value. \* \* \*

have thus given in outline some of the more prominent portions of the chapter devoted to Canton, as a specimen of the volume. Other chapters treating of Yokohama, Fuzhou, Ningpo, Shanghai, and Amoy, and the remainder of the treaty ports, we can enumerate. The pages describing the city of Canton are so interesting, and so much that is new to European readers respecting its history, public buildings, and general characteristics, that we feel transfer them to our columns.

A complete and intelligible plan of the Imperial City and neighbourhood, gives us an accurate notion of the relative position of temples, streets, and places.

The introductory chapter to the notices of the Treaty Ports of Japan will be found an interesting history of that Empire, together with remarks on its government, geography, climate, which will be found particularly interesting as showing a considerable light on that of the world so long entirely, and comparatively unknown to Europeans.



